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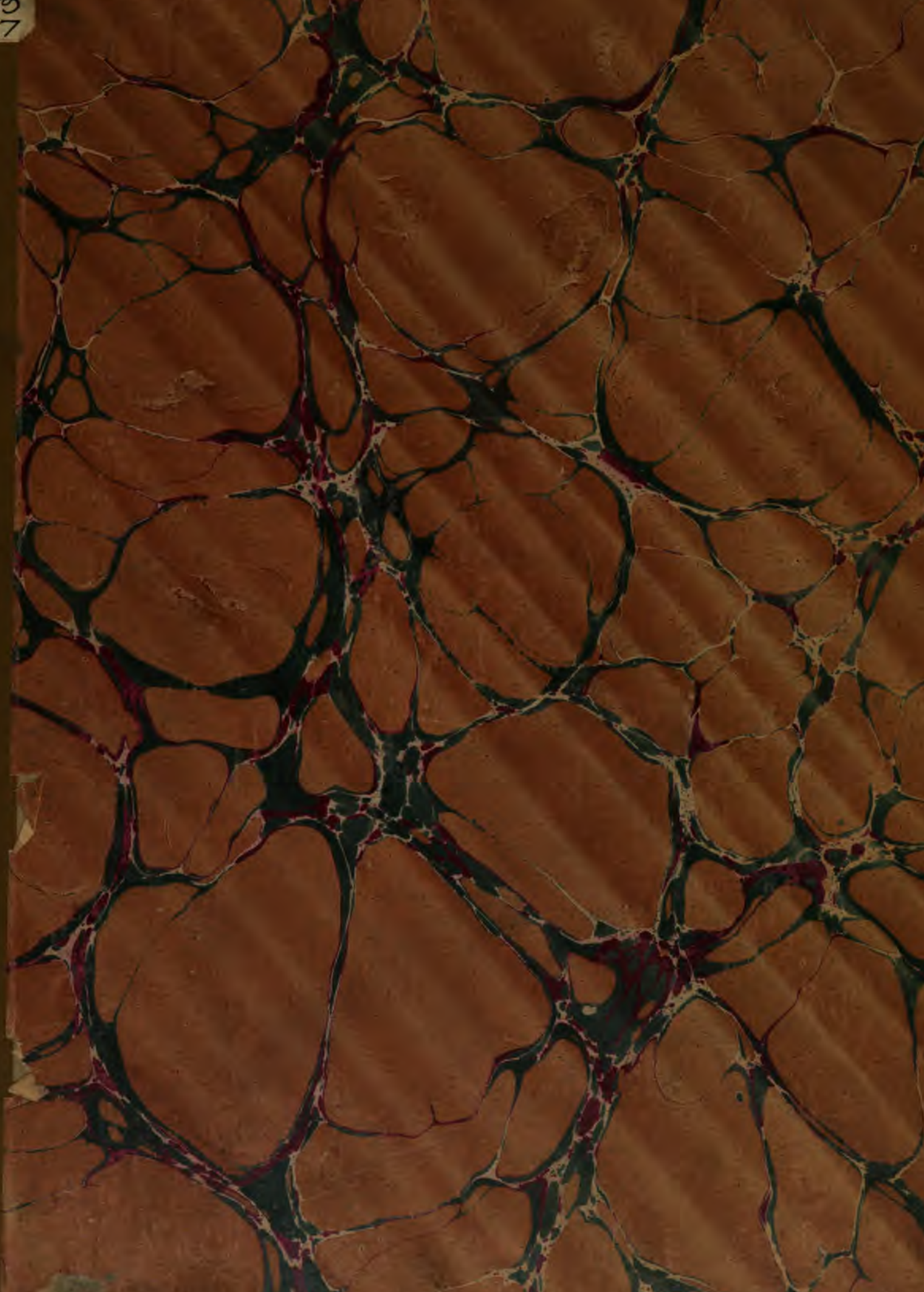
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Gray

Old-Time Ships  
*of* Salem















# OLD-TIME SHIPS OF SALEM



SCHOONER BALTICK COMING OUT OF ST. EUSTATIA,  
NOV. 16, 1765

ESSEX INSTITUTE  
SALEM, MASSACHUSETTS  
1917

Eng 5059.17.7  
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*Arthur M. Gray*

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## INTRODUCTION

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**F**ROM the year of its settlement in 1628 until the middle of the 19th century, Salem, in the Massachusetts Bay, was a maritime port surpassed in size and importance by only two or three other seaports along the Atlantic coast which were more advantageously located on deep-water harbors and which at the last were developed with the amazing growth of the canal and the railroad. Within a dozen years of the coming of Governor Endicott, vessels from Salem were trading with the West Indies and England and the enterprise and self-reliance of the merchants and shipmasters of this town eventually opened commercial relations with new and distant peoples living upon the shores of all parts of the known world. It has been said with truth that Salem ships traded "with more different peoples in Asia, Africa, South America and the islands of the sea than the ships of all other American ports put together."

The ketches, sloops, barks and other vessels with which the trade was carried on before the Revolution, now have disappeared and only a drawing preserved here and there delineates their type and rig. But with the greater development of the foreign trade at the close of the 18th century, it became the fashion among the shipmasters to obtain a watercolor depicting the good ship that brought them safely and successfully to the home port. This was especially true of those vessels trading with Europe and along the Mediterranean, where at Marseilles, Genoa and Trieste were artists who sought the patronage of the Yankee captains. In time many of these drawings by the Roux family, by Corné, Carcini, Camellote, Pelligrini, Ropes and others, gravitated to that unique collection illustrating the commercial marine which is now preserved in the Peabody Museum, Salem. In 1902 the Asiatic National Bank of Salem conceived the idea of reproducing these ship pictures in color and utilizing them upon calendars. One ship followed another in unbroken series and in 1910 when the Naumkeag Trust Company succeeded the old-time bank the practice was continued until at the present time sixteen different vessels have been depicted.

In this volume these colored illustrations have been gathered together with a number of pictures of other Salem ships. The accompanying accounts of trade or misfortune were written by Hon. Robert S. Rantoul or Mr. William O. Chapman, and originally appeared with the calendars. They are here reprinted in a somewhat condensed form.

The history of Salem's maritime commerce has not yet been written and it is hoped that this contribution may aid in keeping alive an admiration and respect for the enterprise of her far-sighted old-time merchants and also help to arouse a faith and a determination that American vessels again shall sail the four seas and again be well known in "the farthest port of the rich East."





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*Ship Belvidere Robert Vele Master leaving Luluwa April 15/1855.*

## SHIP BELISARIUS

The good ship "Belisarius," painted by Corn , before 1805, as she was leaving Crowninshield's wharf,—a large merchantman for her day,—was built by Enos Briggs at his shipyard at Stage Point in the South Fields. She was launched in October, 1794, and cleared in November. She was, on the stocks, a ship of two hundred and nine tons burthen, but was at once enlarged to two hundred and sixty-one and one-half tons. She was pierced for sixteen guns and mounted that armament. She measured only ninety-four and one-half feet in length, with a breadth of twenty-five feet, and was so narrow that her depth,—usually one-half the width of a vessel,—must have been much more than half her breadth. So narrow a craft would seem to have been designed for speed rather than tonnage, but she carried most valuable cargoes and paid duties on them, ranging from fifteen to twenty-one thousand dollars. Her great depth should have made her stiffer, like the fin of a racing yacht. She was an early ship to be copper-bottomed, and was launched with all her masts standing.

The speed of the "Belisarius" was comparable to that of the modern clipper, although her build was very different. She often made eight, nine and ten knots under favoring conditions,—at times doing better than ten knots to the hour. She sailed well in light wind, making four or five knots, and it was no rare thing for her to make a run of from two hundred and eighteen to two hundred and thirty-eight miles per day. In one instance she logged two hundred and forty-three miles.

The whole Crowninshield connection seems to have been interested, first or last, in the "Belisarius". They built her, they owned her and they sailed her. The father, George, and the sons, Jacob, Benjamin, Richard and George are all registered, at one time or another, as part owners of the "Belisarius", and four of them, at various periods, commanded her. Before July, 1809, nobody but a Crowninshield had owned a share in the

"Belisarius". Her voyages to the East were among the earliest and the quickest. But her career was checkered.

She entered this Port from her first voyage, July 26, 1795, George Crowninshield, Junior, Master, with tea, coffee and indigo for the firm, paying in duties \$14,324.00, and again, she entered, September 2, 1796, with the same cargo and captain. In command of Captain Samuel Skerry, Junior, she entered Salem from Sumatra, July 28, 1801, with 320,000 pounds of pepper for the firm,—having sailed November 25, 1800,—sailed again August 30, 1801, and arrived July 12, 1802, with 306,542 pounds of pepper, and once more arrived, September 20, 1803, with 276,459 pounds.

The record of her speed deserves special notice. October 18, 1796, she was off on her third voyage in command of John Crowninshield, reaching home, July 26, 1798, from Calcutta and last from the Isle of Bourbon, in seventy-five days. She had been chased, July 16, east of Cape Sable, by a ship and a brig thought to be British cruisers, but she left them far astern. And so on, with varying luck, through thirteen wonderful voyages, rounding out a rare career of sixteen years. She cleared from Salem, December 11, 1799, on her sixth voyage, under command of Captain Samuel Skerry, Junior, and sailed ten days later, arriving back, September 11, 1800,—a passage of 104 days from Madras and Tanquebar. She completed her voyage in eight months and nineteen days, notwithstanding she was lying in Madras and Tanquebar more than forty days of that time. The "Belisarius" crossed the line in twenty-three days from Salem, and passed Cape of Good Hope in fifty-five days.

Of her eighth voyage to Sumatra, the *Essex Register* of July 30, 1801, says: "Arrived the fast-sailing and well-known Belisarius, Captain Samuel Skerry, Junior, one hundred and two days from Bencoolen, having performed her voyage in the short time of eight

months and three days, as she sailed from Salem, November 25, 1800. In our Bay, the *Belisarius* was chased by an English Frigate. It is supposed that the *Belisarius* has made the shortest voyage to the East Indies that was ever made from this country. Her last voyage was eight months and nineteen days, the two together having been performed in sixteen months and twenty-two days."

She escaped the lightnings of the tropics in August, 1802. She had sailed for India, August 11, had carried away in a gale some of her spars, had lost a man killed, and was forced to return. Again she sailed, August 14, and four days out was struck by lightning at midnight,—all hands on deck taking in sail. One of the hands, Shehane of Salem, was instantly killed. The first officer, Meek, and two seamen were struck senseless and much hurt. The weather was squally with hard rain,—the ship under close-reefed top-sails. The bolt descended by the main-top-gallant-mast and down the main-mast into the 'tween-decks, Captain Skerry and every person on board except the man at the helm

being more or less stunned. All the compasses were disabled, both below and on deck, and their polarity destroyed, the north point of one tending to the southeast, and that in others fixed at southwest. Volumes of smoke issued from the hatches and companionway, and for more than an hour the ship appeared to be on fire. Shivering the main-top-mast, the bolt passed out at the ship's side. But she escaped with great difficulty and made Salem harbor, August 24, 1802.

After successful voyaging in the India trade for eight years more with such seamen as Edward Allen, Robert Peele and George Burchmore for her masters, and with Dudley Leavitt Pickman among her supercargoes,—and after bringing home to her owners wealth so ample as to prompt Doctor Bentley to speak of her in his diary as "one of the Richest Ships of our Port"—"the beautiful ship *Belisarius*," went to pieces in a gale, a total wreck, in the Bay of Tunis, in April, 1810, the crew and cargo saved. So ends her story.



**SHIP AMERICA, STEPHEN WEBB, MASTER.**

Formerly a French frigate, built about 1795. From the water-color by Corné, now in possession of the Peabody Museum, Salem.







*Ship Friendship of Salem, Aug. 18, 1877*

## SHIP FRIENDSHIP

The ship "Friendship" was built for Messrs. Waite and Peirce by Enos Briggs, one of the most noted shipbuilders in Salem, and was launched on May 28, 1797. She was 342 tons measurement and made seventeen voyages to Batavia, Canton, La Guayra, Cadiz, Leghorn, Madras, London, Hamburg, Archangel and St. Petersburg, paying total duties at the Salem Custom House of \$141,394.33. She was finally captured by the British September 4, 1812, while returning from Archangel under command of Capt. Edward Stanley, and was taken to Plymouth, England, where she was condemned December 9, 1812. This ship is probably better known to the present generation than many of the other famous vessels of the past on account of the splendid full-rigged model in the Peabody Museum in Salem. This model was made by Thomas Russell, the ship's carpenter, for Capt. William Story's young son William, and is a wonderful piece of work.

The journals of the captains and the ship's logs are full of interesting entries showing the many-sided natures of the men who went down to the sea in ships in those stirring times, and it is difficult to make a selection where there is so much material to choose from. Capt. Israel Williams on her first voyage to Batavia described a successful experiment he made for distilling fresh water from sea water by means of a crude still which he constructed from the cook's boiler, a gun barrel and a beef cask. As he described it, "Some little reflection on the value of fresh water at sea induced me to make some experiments for the produce of fresh water from salt, and I have found very much to my satisfaction that with little trouble it will yield good, fresh water." He also described meeting the English brig "Diligence," Capt. Menly, "who treated us with the politeness of a gentleman." And again, while on a voyage to Leghorn in 1805, he described an attack by eight French gunboat privateers in which he was obliged by force of numbers to heave

to and permit an examination. While in Leghorn, July 22, 1805, this entry was made: "This and the three preceeding days we were visited by officers of distinction and by a Prince of Blood, from different parts of Italy, principally from Bologna and Milan."

The next year the "Friendship" cleared from Salem on March 4, still in command of Capt. Williams, and arrived home again November 15. A voyage of a little more than eight months, during which she visited Madras, Bourbon, Isle of France and three ports in India, and brought back a valuable cargo of pepper, indigo, tea, coffee, etc.

To show the constant strain that the officers and men must have been under during the exciting times leading up to the War of 1812, the following extracts from Capt. Williams' journal will be of interest: "At half-past twelve saw a sail in the western quarter, who quickly bore away and spread a cloud of sail after us. She came up with us very fast. As she drew near I perceived she was a very long, low schooner, which left me no doubt of her being a privateer, which her near approach confirmed. We therefore got all ready for action. Having the advantage of the wind, he came near enough to see that we could give him a sweet fraternal embrace, but prudently he declined it, and hauled off and left us to pursue the course which we had not altered. At 4 P. M. saw a Brig to windward who bore away after us and came up fast. She came near enough to see our apparent force, which made him keep his distance also."

The following extracts are worthy of more than passing mention, as they show the character of the captains of those days, and apply equally as well to the men, for it was, of course, from that material that captains were made:

"Let go our anchor in Cadiz Bay. In passing the point of Rotta met a French privateer, who with his consort came out with an intention of saluting us, but on coming near us they altered their minds, but not without

trying to intimidate us, and although they took us at a non plus, still we showed them that we were not to be bullied. We immediately luffed, took up foresail, in Top Gallant sails, knocked out the Tompions, primed the guns, and bore away and passed the first within pistol shot, but we were so unfriendly as not to change a word together. So ends a prosperous passage, thank God!"

Capt. Edward Stanley, on a voyage to Archangel, which proved to be the good ship's last one, made the following entries:

"May 22. From 9 P. M. to the last of these twenty-four hours had to shift the course to accommodate the ice with a birth. I should think that this body of ice must extend at least 500 or 600 miles; in fact, it is impossible to say how far it doth extend.

"May 23. At 6 P. M. lost sight of the ice. It must be certainly of very great extent. I

have no doubt but that it came from the Pole. The weather has been very cold, everything on board is frozen, even to the pumps. The log line stiff as soon as hauled in. The poor ink must go and see the cook, both pretty much of the same color. Oh! happy West Indian with your glorious sun!"

Capt. Stanley after his capture by the British and his detention at Plymouth, England, wrote home to friends, and in all of these letters shows his fidelity to his country and to his owners. He wrote: "My situation at present is very disagreeable, if I should abandon (which by the way I have no thought of doing) I well know it would not please my worthy employers, whom I hope in God never to offend. At present there are chances for me to get home every day, but if the English declare war—God only knows when I shall see you."



BRIGANTINE PEGGY.  
From a pitcher of Liverpool ware made in 1797 and now in possession of Mrs. M. P. Whipple.







Ship "Myfoss" of Salem, Capt. Wm. Maynard, entering the harbor of New York, March 23, 1844.

## SHIP ULYSSES

The "Ulysses" was a ship of three hundred and forty tons' burden, carrying twenty-five men or more, and built at Haverhill, in 1798, for William Gray, Jr., of Salem. Her dimensions were: length, 100½ feet; breadth, 28 feet; depth, 13 feet 10½ inches. Mr. Gray, born at Lynn in 1760, came early to Salem, and entered the counting-room of Richard Derby. With Captain Josiah Orne for partner, he was despatching ships to Canton as early as May, 1790.

The ship "Ulysses" had an uneventful career, and her voyages seem to have been of average success. Captain Orne was the first master to tread her quarter-deck, bringing her round from Haverhill to Salem in June, 1798. She cleared, Orne, master, for Batavia, June 25, and arrived home July 10, 1799, paying in duties thirteen thousand dollars. On August 17, 1799, she was commissioned as a private-armed vessel, commanded by William Mugford, Archelaus Rea being second and Nathaniel Osgood third in command. She carried 11 guns and 28 men, and cleared for India on the same date.

The next entry made of this ship in the Salem Custom House was on April 3, 1801, William Mugford, master, from Lisbon, having on board a cargo of 697,309 lbs. of salt and some Lisbon wine, consigned to William Gray, Jr. She entered, on a voyage from St. Petersburg, October 29, 1801, William Mugford, master, with a cargo of hemp, cordage and candles, consigned to William Gray, Jr., William Mugford and John Kilham, paying a duty of \$8,774.96. We find her sailing from Beverly for the Isle of France in February, 1802, William Mugford in command. On this voyage she took Letters of Marque signed by President Jefferson and his Secretary of State, Madison, and countersigned "Joseph Hiller, Collector; William Pickman, Naval officer." These interesting papers are on deposit with the East India Marine Society, together with the invoice of what was described as "an assorted cargo," consisting of "Iron, Cordage,

Gin, Gin Cases, Cheese, Butter, Beef, Pork, Lard, Flour, Bacon, Fish, Soap, Candles, Nails, Wares, Dry Goods, Rum, Tobacco, Hats, Saddlery, Salt, Naval Stores."

She had not been six years off the stocks when she made herself and her captain known to the whole seafaring world. She left Salem for Marseilles, January 2, 1804, and, three days out, encountered a terrific gale. She was sailing at eight and nine knots, when a "large sea" struck her astern and tore clean away the whole rudder and the stern-post at the water's edge, besides splitting her canvas and straining her seams. The "Ulysses" at once broached to with her mainmast sprung, and in this helpless condition she lay for three weeks of most tempestuous weather, exposed to the fury of wind and sea. Captain Mugford, nothing daunted at the appalling situation, proceeded at once to carry into effect a plan entirely his own. So complete was his success that he was able to make sail within twenty days, and, without further disaster, entered Marseilles, flag at peak, on the twenty-third of March.

The false rudder was constructed on deck, of lengths measuring fourteen feet, cut from a spare topmast and from four studding-sail booms, sufficiently squared to fit firmly together, and braced with small ropes. The rudder was secured on its sides with bolts and wooden cleats. It was four feet wide, fore and aft, and was attached, by eight or ten eye-bolts, to a false stern-post twenty feet long, also hewn on deck from the same topmast, an equal number of eye-bolts being fixed in the false stern-post at intervals corresponding with those of the rudder. Through these pairs of eye-bolts sections of iron crow-bars were dropped, and they served as pintals or gudgeons on which the false rudder swung.

The old iron tiller of the ship, about six feet long, passed through the upper part of the body of the rudder, and from this on

each side ropes were passed over the ship's quarters to a spare topmast running out over the rails near the mizzen chains, and having a block at each end. Through these blocks the tiller-ropes were rove and attached to the windlass, and the ship then steered in the usual manner by the wheel. The rig was, on a large scale, like the yoke and tiller-ropes which control the rudder of a racing-scutt or a man-of-war's gig. The old gudgeons still remaining on the stern-post, it was necessary to cut mortices in the false stern-post to receive them, and these were found of essential service in keeping the whole machine fixed in its proper bearings.

Before going overboard the apparatus was weighted at the bottom with a six-pounder gun, to hold it in an upright position until it could be firmly secured, when the cannon was

released and hauled on deck. There were several large straps fastened in the false stern-post, from which hawsers were passed, and the new stern-post, carrying with it the new rudder, was secured to the ship's stern with these hawsers made fast at several points on her quarters.

At Marseilles the French made drawings of the invention, and foreign ship-masters in port took care to furnish themselves with complete models of it. The actual appliance was exposed at Gray's wharf on the return of the "Ulysses" to Salem, and there examined and admired by this seafaring community.

The "Ulysses" arrived home August 9, 1804, and paid in duties \$15,814.19. Once after this she cleared for India, September 10, 1804, with brandy, gin and specie, but her later career cannot be traced at this port.

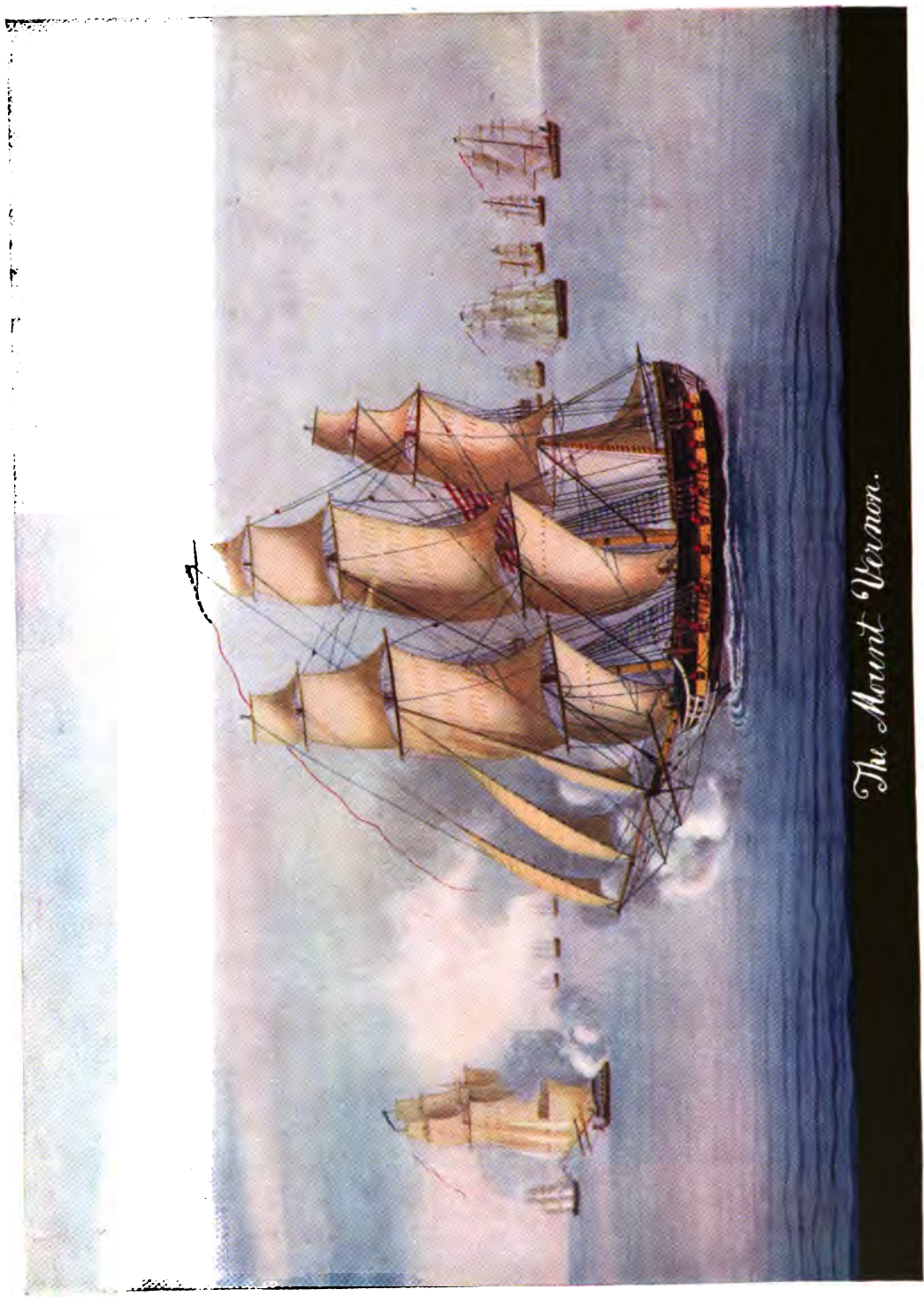


SHIP FANNY, WILLIAM GRAY, OWNER.

From the copy of the painting by M. Corné, 1801, now in the possession of the Peabody Museum, Salem.







*The Mount Vernon.*

## SHIP MOUNT VERNON

The ship "Mount Vernon" was built at the eastern end of Derby Street, Salem, in 1798, by Retire Becket, for Elias Hasket Derby, and proved to be the last commercial venture of that great merchant. She was registered at Salem, February 21, 1799, and combined the functions of a commercial and a naval craft. She was a full-rigged ship, but there were peculiarities about her rig which have not been seen for a century. She measured just under 100 feet in length; her breadth of beam was  $28\frac{3}{4}$  feet, and she was of 356 tons burthen. She carried fifty men and twenty guns, among the latter two long nines and an 18-pounder. She was entered at Salem from Havana, May 20, with a cargo of sugar, tobacco, etc. This first voyage was a success, but her owner died in September while she was at Palermo. With what is described as "a very valuable cargo of silks called orma-zine, wines, and brass cannon," after having made some fortunate ventures in wheat in the Mediterranean, she entered her home port, July 7, 1800, and paid to the Derby estate a profit of upwards of \$100,000 on an outlay of \$43,275. Ship and cargo were necessarily disposed of at auction in settlement of the estate. The "Mount Vernon" became the property of the Messrs. Peirce and Waite of Salem, and she seems to have succumbed, on her second voyage, to one of the hurricanes which visit the Florida Keys and the Bahamas. So her career was as brief as it was romantic.

But the "Mount Vernon" had brought into the country an interesting personage, Michele Felice Corné, afterwards to become the leading marine artist of this section. He died in 1845, at the advanced age of eighty-eight. After landing here, he spent his life at Boston and at Newport, as well as in Salem, and he left behind him at least a dozen fine paintings of the ship to which he owed his passage to America. No Salem ship has been so often or so finely painted as the "Mount Vernon." Corné earned some reputation as a decorator,

and the Governor Hancock House in Boston was one of those ornamented with his frescoes. A portrait of him is in the Redwood Library at Newport, where, as well as at Salem, he is gratefully remembered for having introduced the tomato as an article of diet. His success as a marine painter was great. He has not only shown his favorite ship engaged in her numerous encounters: in her running fight with a French frigate and a sloop-of-war sent after her from the combined French and Spanish fleet of fourteen sail; in her battle with the African corsairs; in convoying a fleet of merchantmen up the Mediterranean; in her departure from Malta; in her action before Gibraltar; but he also painted with great approval all the most famous naval actions of our second war with England. In a painting, now in possession of Mr. Rea, Corné shows the "Mount Vernon," July 29, 1799, bearing herself well in an encounter with a large lateen-rigged French cruiser carrying one hundred men. This affair is most graphically described in her log and also in the letter from her commander, addressed to his father, the owner, dated at Gibraltar, August 1. From this letter it appears that Gibraltar was in full view, and a British fleet as well, and the victors derived no little satisfaction from the presence of these spectators. "The 'Mount Vernon,'" says the letter, "reached Gibraltar after popping at the Frenchmen all the forenoon."

Captain Derby had, during his stay at Naples, been the guest at dinner of Lord Nelson, and had entertained famous company most elegantly in his own cabin. His letter, which has been printed in full, contains the following passage: . . . "July 28, p. m., found ourselves approaching a fleet of upwards of fifty sail. Concluding it impossible that it could be any other than the English fleet, continued our course for their centre to avoid any apprehension of a want of confidence in them. They soon dispatched an

eighteen-gun-ship from their centre and two frigates to beat towards us. On approaching the centre ship, I fortunately bethought myself that it would be but common prudence to steer so far to windward of him as to be a grape-shot distance from him, to observe his force and maneuvering. When we were abreast of him he fired a gun to leeward and hoisted English colors. We immediately bore away and meant to pass under his quarter, between him and the fleet, showing our American colors. This movement disconcerted him, and it appeared to me he conceived we were either an American sloop-of-war or an English one in disguise, attempting to cut him off from the fleet; for, while we were in the act of wearing on his beam, he hoisted French colors and gave us his broadside. We immediately brought our ship to the wind and stood on about a mile; wore toward the centre of the fleet; hove about and crossed him on the other tack, about half grape-shot distance, and received his broadside. Several of his shot fell on board of us and cut our sails,

two round-shot striking us without much damage. All hands were active in clearing ship for action, for our surprise had been complete. In about ten minutes we commenced firing our stern-chasers, and in a quarter of an hour gave him our broadside in such a style as evidently sickened him; for he immediately luffed in the wind, gave us his broadside, went in stays in great confusion, wore ship afterwards in a large circle, and renewed the chase at a mile and a half distance, a maneuver calculated to keep up appearances with the fleet and to escape our shot. We received seven or eight broadsides from him, and I was mortified at not having it in my power to return him an equal number without exposing myself to the rest of the fleet, for I am persuaded I should have had the pleasure of sending him home had he been separate from them. At midnight we had distanced them, the chasing rocket-signals being almost out of sight, and soon left them."



SHIP ULYSSES, JAMES COOK, MASTER.

Wrecked on Cape Cod, February 22, 1802. From the water-color probably made by Corné. A copy is now in the possession of the Peabody Museum, Salem.







*The Oregon, 32 guns, built in Salem 1894.*

## FRIGATE ESSEX

The story of the fast little frigate "Essex," built at one of the critical moments in our history, under conditions altogether exceptional, never lacks a listener. At the time we seemed to be drifting into a war with France, and we had no navy and no department of the Government devoted to marine affairs.

On July 17, 1798, the *Salem Gazette* printed this announcement:

### "PATRIOTIC SUBSCRIPTION.

"Last evening a subscription was begun in this town for raising money for the use of the Government, to be applied to the building of vessels, or such other purposes as Government may choose . . . Neither ability nor patriotism is wanting." On July 24 the *Gazette* adds "It is expected that the subscription in this town will be applied to the building of a stout frigate."

The subscription paper was placed at the Salem Insurance Office, and funds poured in promptly. Subscribers to the number of more than a hundred pledged sums ranging upwards from ten and twenty dollars. "*A Lady*," whose name does not appear, gave fifty dollars, and the list of twenty-three donors, each of them subscribing a thousand dollars or more, was as follows:

William Gray.....	\$10,000
Elias H. Derby.....	10,000
William Orne.....	5,000
John Norris .....	5,000
John Jenks.....	1,500
Eben Beckford .....	2,000
Benjamin Pickman .....	1,000
Benjamin Pickman, Jr....	1,500
Joseph Peabody .....	1,500
John Osgood .....	1,000
William Prescott .....	1,000
Stephen Phillips .....	1,000
Ichabod Nichols .....	1,000
Jacob Ashton .....	1,000
Samuel Gray .....	2,000
Jonathan Neal .....	2,000
Waite and Peirce .....	2,000
Richard Manning.....	1,000

John Derby .....	1,000
Ezekiel H. Derby.....	1,000
Nathaniel West .....	1,500
George Dodge .....	1,000
Richard Derby, Jr.....	1,500

The total contributed was \$74,250, afterwards swelled to \$75,473.59. The signers met at the Town House, October 25, and voted unanimously "to build a Frigate of thirty-two guns and to loan the same to the Government." A noble effort this on the part of a town of ninety-three hundred people!

The builder was Enos Briggs, who had come from the South Shore to build the "Grand Turk." As soon as "ready cash" could be promised, Briggs made his first appeal to the public. A call for copper, iron, blacksmithing and supplies was advertised, for the first time, in the *Gazette* of November 23, 1798:

"Take notice! ye Sons of Freedom!"—says Briggs, in the same issue,—“Step forth and give your assistance in building the Frigate to oppose French insolence and piracy! Let every man in possession of a *White Oak Tree* feel ambitious to be foremost in hurrying down the timber to Salem, to fill the complement wanting where the noble structure is to be fabricated to maintain your rights upon the Seas, and make the name of America respected among the Nations of the World! Your largest and longest trees are wanted, and the arms of them for knees and rising timber. Four trees are wanted for the keel, which altogether will measure 146 feet in length, and hew 16 inches square. Please call on the subscriber, who wants to make a contract for large or small quantities as may suit best, and will pay the Ready Cash.”

Finally, on September 30, 1799, Dr. Bentley in his *Diary* describes "The launching of the Frigate. Everything was in full preparation. The morning gun was fired and nothing then remained to be done but to prepare the tallow, drive the wedges, remove the blocks and let her go. Seats were prepared and given to such as paid their quarter of a dollar

on the western side of the ship and near the water. Within were seats for the Committee in banks so as to accommodate many spectators. Above 12,000 persons passed the causeway and entered upon Winter Island. Crowds were on Naugus Head, numbers in boats, and the whole adjacent shore was covered. She moved easily and the Launch

was happy. No accident interrupted the joy of the day."

The subsequent story of the "Essex" has become a part of every naval history of the United States. In March, 1814, she was captured by two British frigates in Valparaiso Bay after a bloody contest in which nearly one-half of her crew were killed or wounded.



SHIP PRUDENT, BUILT IN 1799.  
From the painting now in the possession of the Peabody Museum, Salem.







*Ship Margaret of Salem leaving Trieste, 1802.*

## SHIP MARGARET

The ship "Margaret" was built for John Derby, Benjamin Pickman and Samuel Derby by the famous Retire Becket, whose family had built vessels in Salem for over 150 years. She was launched in the fall of 1800, and sailed on her first voyage November 25th. Part of her cargo consisted of one hundred bags containing 50,000 Spanish dollars, twelve casks of Malaga wine and two hogsheds of bacon. She was only 91 feet in length, 27 5-12 feet in breadth, and 13 2-3 feet in depth, with a capacity of 295 tons; and proved to be a very fast sailer.

Arriving at Batavia April 25th, a bargain was made with the Dutch East India Company to carry the annual freights to and from Japan, and to receive 45,000 Spanish dollars if a full freight was carried both ways.

A cargo, such as the Dutch had been shipping for nearly two centuries, consisting of sugar, spices, sapan wood, sandal wood, rattans, glass, glassware, cloths, medicines and various other articles, was loaded, and on June 20, 1801, the "Margaret" cleared for Nagasaki. On July 20th, after much ceremony, including the firing of numerous salutes, she came to anchor in the harbor of Nagasaki, being the first vessel from Salem, and, it is claimed, the second American vessel to visit Japan. The ship "Franklin" of Boston, commanded by James Devereux of Salem, was the first American vessel which traded with Japan, having made the same voyage as the "Margaret" two years previous. No other American vessels were allowed in Japan until after the treaty of March 31, 1854, the result of Commodore Perry's Expedition.

The "Margaret," on her return voyage, reached Batavia December 6, 1801, and after loading with coffee and other merchandise cleared for Salem, arriving in June, 1802.

A change of ownership took place in 1809, when she was registered June 29th with John Crowninshield and William Fairfield, owners

and William Fairfield, master. Three days later she sailed for the Mediterranean, loaded with cod fish, cotton goods, etc., and on August 11th, when about eight miles from the entrance of Tunis Bay, was boarded and taken possession of by the French privateer "Constant," ten guns and eighty men, and taken into Gata, in the Kingdom of Naples. About the first of December proposals were made to compromise, and on December 17th an arrangement was made, after having been ratified at Paris, by which one-half of the proceeds of the sale of the cargo, after deducting port charges, etc., was restored to the captain, he giving up all claims. The "Margaret" was then loaded with a valuable cargo of brandy, sewing silks, hats, rugs, etc., and on April 10, 1810, with a crew of fifteen men and thirty-one passengers, consisting of the officers and crews of vessels which had been seized and sold by the French, she sailed from Naples bound for home.

On Sunday, May 20th, a squall struck the ship and she was thrown on her beam ends. All on board were able to reach her side and succeeded in cutting away part of the rigging and masts. A rope was attached to the fore and mizzen chains; all hands then got hold and, going as near the keel as possible, succeeded in righting her, although full of water and the waves making a continual breach over her. The next morning Captain Fairfield and fourteen men left the ship in the long boat which had been repaired, and were picked up on Saturday, May 26th, by the ship "Poacher," Captain Dunn, from Alicant to Boston. The survivors arrived at Marblehead June 19, 1810.

After the departure of Captain Fairfield, Captain Henry Larcom, master of the schooner "Mary" of Beverly, was "appointed to act as their head" by the thirty-one still remaining on the wreck. In Captain Larcom's account of the shipwreck he says:

"On the 7th of June, finding we could be of no use to those on the wreck, and having noth-

ing but brandy to subsist on, being then in lat. 39.12 N. and thinking that too far south for the track of Europeans, we thought it best to endeavor to stretch to the northward.

"The morning we left the wreck we went under the bowsprit and joined in prayer with Captain Janvrin for our deliverance. At 10 we bade them a final adieu, having about 21½ gallons of brandy and a little pork, leaving on the wreck the following persons (who were never heard from afterwards): Henry Tucker, supercargo of the ship "Francis" of Salem; Captain Janvrin, master of the schooner "Syren" of Newburyport; Benjamin Peele, seaman of brig "Victory" of Salem;

John Merrill, seaman of schooner "Peace," Newburyport; Edmund Wingate, seaman of schooner "Peace," Newburyport; Nathaniel Sheffield of schooner "Ousitonack," Derby, Conn.; Jacob Fowler of brig "Two Betsies," Beverly; James Sinclair of schooner "Kite," Baltimore; Alexander Marshall, brig "Nancy Ann," Newburyport; William Burrill of schooner "Syren," Newburyport."

On June 30th, after the most intense suffering, the boat with three survivors was picked up by the schooner "General Johnson," Captain Stephen L. Davis, from Lisbon to Gloucester, and arrived in Gloucester, July 21, 1810.



SHIP VOLUSIA, SAMUEL COOK, MASTER.

Wrecked on Cape Cod, February 22, 1802. From the water-color probably made by Corn . A copy is now in the possession of the Peabody Museum, Salem.





*Ship America of Salem at Marblehead 1806*

## PRIVATEER SHIP AMERICA

The private-armed ship "America" was the largest, the fastest, the most fortunate and the most famous of all the privateers which at any time sailed out of Salem harbor. She was built for a merchantman in 1803-4, just west of the head of Crowninshield's wharf, by Retire Becket, under the eye of George Crowninshield, Jr. In those days every ship must protect herself. Algerine and Barbary corsairs made the ocean routes and the Mediterranean unsafe, and neither England nor France showed us much more quarter than the pirates. The "America" was launched with portholes in her sides, and never put to sea without a heavy armament.

She cleared on her first voyage for Sumatra in command of Captain Benjamin Crowninshield, Jr.; Elias Davidson of Gloucester was her first officer; Nathaniel Leverett Rogers her clerk; James Chever, 12 years old, her cabin-boy. She sailed from Salem July 2, 1804, and even on that voyage she took an armament of ten nine-pounders. Thirty-five men navigated her. Her tonnage was 473 tons. She had two decks, and, for a figure-head, a life-sized Indian chief chased by a white dog. She was 114 feet long, with a depth of 15 feet 4 inches; had 30 feet 8 inches breadth of beam, 14 feet 3 inches draft, and was square-rigged throughout.

The "America's" best speed was 13 knots. She often maintained this rate for hours, and she often averaged more than ten knots for twelve consecutive hours. She was frequently pursued by Spanish and by British cruisers, and she left them with ease. But this was after she had been converted for a privateer. Both her size and her shape had been changed. Her upper deck was removed. As reduced in 1812, she measured in length 108 feet, in depth 11.15 feet, and in tonnage 331 tons.

Between her launching and 1812 the "America" made voyages, first to the Isle of France, where she was detained by an English fleet,—found coffee high and learned that

a cargo could be had at Mocha,—thence to Aden.

At Mocha the "America" loaded with coffee, hides, goat-skins, sienna and gum-arabic. She made Cape Cod again June 17, 1805. The ship and cargo being at once sent to Holland netted a profit of more than a hundred thousand dollars. This great success was followed by voyages in command of Elias Davidson, Jeremiah Briggs and Joseph Ropes, and these occupied her until the spring of 1812, when she arrived from Goet-tenburg, April 24. Her upper deck was taken off, her sides filled in solid like a frigate's, and she was rigged with longer yards, with royal-masts, and with a flying jib-boom. She now spread an enormous area of canvas, for her crew was large, her equipment ranging from 142 to 168 men all told,—20 of them marines,—in action, her deck and rigging swarmed like a wasp's nest. Her main-mast now measured 69 feet, making the height from deck to main-truck about 136 feet, while her spread of boom athwart-ship was 104 feet, and the total length of her bow-sprit, jib-boom and flying jib-boom reached the enormous figure of 107 feet. The picture of her, taken before the War, shows her without these striking features.

George Crowninshield, Jr., supervised these changes. When they were complete she sailed on her first cruise, September 7, 1812, commanded by Joseph Ropes. Privateer officers and crews were neighbors and from the best people, and they sailed as a joint-stock company. No wages were paid.

Her first cruise lasted until January 7, 1813,—four months,—and she sent in six prizes valued at \$158,000.

On the second cruise, from March 29 to July 21, 1813 (four months), John Kehew, first officer on the first cruise, was in command. They carried twenty guns. Ten prizes were taken, and 130 prisoners paroled and 30 more brought in.



On the third, fourth and fifth cruises James Chever was in command,—a seaman who would have honored any service. He was a lieutenant on the second cruise. Twelve prizes were taken, mostly sent in, on the third cruise, between December 3 and March 31, 1814, the most successful cruise of all. On the next cruise she struck a dead whale or a submerged wreck off Portsmouth and, badly strained, promptly put back. On the fifth and last cruise, between November 14, 1814, and April 8, 1815, she made thirteen cap-

tures, bringing the total of prizes sent into port, out of 47 taken, up to 27 in all, of a value of \$1,100,000. Her casualties were very slight. She was never outsailed while testing her speed against the fleetest.

So ends the "America's" career. After the war she lay rotting in the dock from which she had been launched until 1831 when she was broken up for old metal. Once, in 1813, she was coppered and fitted for sea, and a half-interest sold for \$4,000, but the "America" never again left her moorings.



**SHIP BONETTA, THOMAS OSGOOD, MASTER.**

From the original painting made in 1805 at Leghorn for Capt. Hardy Phippen, now in possession of Hardy F. Chapman.







Ship Hercules of Salem Capt. Edward West, passing the Mole Head of Nahpsa, coming to anchor 13<sup>th</sup> September 1799.

## SHIP HERCULES

This was one of the famous ships of old Salem and had a very interesting career. She was built in Haverhill in the year 1805, and although she went many voyages to all parts of the world, was not larger than a small two-masted coasting schooner of today. A towboat which has been built for service on this coast is of about the same dimensions as this little ship. She was about 96 feet in length, 26 feet beam, and was approximately 13 feet deep and of only 290 tons register.

She was built for Nathaniel West, and on her first voyage Captain James Fairfield commanded her, and continued to do so until 1808, when Captain Edward West took the vessel and sailed in her until 1811; then Captain James King, Jr., who was an able shipmaster of his time, took the ship and made eleven voyages, going during this time to Batavia three times, to Canton once, four voyages to St. Petersburg, once to Rio de Janeiro, once to Santos and once to Buenos Ayres.

An interesting point in her career was that in 1809, when commanded by Capt. Edward West, she was seized at Naples and had the good fortune to obtain her release in order

to transfer Lucien Bonaparte and family to the United States. This saved the ship from confiscation. This incident appears in the memoirs of Lucien Bonaparte:

"August 5, 1810, left Civita Vecchia in the three-master 'Hercules' for the United States. Owing to sickness of his family he attempted to land at Cagliari, but was refused and warned that he would be seized. He was allowed to stay in the roadstead a week. He started again, and in a few hours was captured by two English cruisers, one called the 'Pomona.' He was taken on board and arrived August 24, 1810, at Malta, and placed in the fortress Caselli. The husband of his sister Caroline placed the ship 'Hercules' at his disposal."

During her career her cargoes paid many thousand dollars of duty to the United States customs. She was sold to D. R. Green & Co., of New Bedford, in 1829, and rebuilt as a whaler. Her good luck followed her and she made eight successful voyages to the whaling grounds in all parts of the world. The end of her service came in 1847, for on July 27th of that year she was lost off Navigator's Islands in the Pacific Ocean.



THE LAUNCH OF THE SHIP "FAME" IN 1802.  
From the painting in possession of the Essex Institute.





*The Letter of Marque Brig "Grand Turk" of Salem, 14 Guns, Saluting Monitor, 1815.*



## BRIG GRAND TURK

No finer picture of a Salem privateer can be presented than the painting by Anton Roux here reproduced of the brig "Grand Turk," of 309 84-95 tons burthen, built in 1812 for thirty Salem owners, at Wiscasset, Maine. The "Grand Turk" measured 102 feet in length, 28 feet beam, and 12 feet 4 inches in depth, and carried ninety-odd officers and men and eighteen or twenty guns. She had "a square stern, one deck, no galleries, and a billet figure-head."

The "Grand Turk" made five cruises of about one hundred days each. That was the average term for which private-armed ships were provisioned. She sailed from Salem, Holten J. Breed, commander, February 16, 1813, on her first cruise, and she arrived at Portland May 29. She was thus reported in the *Essex Register*:—

"Private-armed brig 'Grand Turk,' of 16 guns, Captain Breed, arrived at Portland on Thursday evening from a cruise. On the coast of Brazil, April 4, fell in with two large English letter-of-marque ships, which she captured after a severe engagement of five minutes, both much cut up in hull and rigging. Several of the 'Grand Turk's' men were wounded, among them the sailing master (Mr. Abrams), a most valuable and intrepid officer, who died of his wounds. The same day captured another large ship. They are all very valuable prizes, and were ordered to France. The 'Grand Turk' was chased on Thursday by two frigates and a brig, and escaped by swift sailing." She was brought round from Portland to Salem, June 6, but not without incident. Says the *Register* of June 9: "Off Cape Ann the 'Grand Turk' was boarded by a boat from Cape Ann, supposing her to be an English cruiser. Captain Breed favored the deception, and the man voluntarily gave information of prizes and merchant vessels expected, advised with respect to cruising ground, and offered to come off next day with fresh provisions, and said he had furnished a pilot for the 'Sir John

Sherbrooke.' We are glad to hear that the name of this traitor was ascertained and that steps have been taken to bring him to justice."

On her second cruise, Breed in command, the "Grand Turk" sailed from Salem October 19, 1813, and arrived home January 20, 1814,—a cruise of ninety-four days,—having captured seven prizes, of which two were burned, four manned out, and one sent off as a cartel with prisoners.

The third cruise was her most eventful one and Captain Breed's last. On this cruise she brought in thirty prisoners and \$65,000 in specie. The "Grand Turk" sailed from Salem February 18, 1814, and arrived at Portland, June 5,—a cruise of one hundred and nine days. Her men seem to have been ready for mutiny at all times, and more than once only the promptness and nerve of her commander prevented it. The ringleaders in the trouble, as they were discovered, were kept in irons and then sent home, one by one, in prize crews. Such misconduct forfeited their shares. But the common penalty for minor offenses was loss of "grog." Not gambling only, but all card-playing was forbidden in the shipping-articles. "Grog stopped" for twenty-four or forty-eight hours is a frequent entry. The penalty for the sale by one seaman to another of the allowance of "grog" was loss of his ration for a week.

May 2 she engaged H. M. packet "Hinchinbroke," William James, commander, who thought well enough of the "Grand Turk" as an antagonist to procure, five years later, the engraving of a plate representing this action. The plate was printed for the proprietor, February, 1819, by Messrs. Colnaghi & Co., 23 Cockspur Street, London, and these are the words of the Commander's dedication:—

"This plate, representing the situation of H. M. packet "Hinchinbroke" at the close of an engagement with the American privateer "Grand Turk," of Salem, in May, 1814, is

very respectfully dedicated," etc. . . . "The action commenced at 5 h. 20 m. p. m., and continued until 7 h. 30 m., within pistol-shot, during which the Enemy twice laid the Packet aboard, but was beaten off; after the failure of the second attempt, the "Hinchinbroke" obtained a raking position, disabled the privateer and obliged her to sheer off."

The "Grand Turk" sailed from Salem, Green, commander, on her fourth cruise of one hundred and three days, August 6, 1814, and took fifty prisoners in the thirteen cap-

tures made. She left Salem January 1, 1815, on her fifth and last cruise of a hundred and eighteen days, and arrived home April 28. Peace had been made before she sailed, but of this nothing was known. The "Grand Turk" made three captures on this cruise, of which she manned out two and destroyed one. She took, in specie, \$17,500. May 30 she was sold to William Gray, and cleared for Boston, June 6, 1815, Thomas Webb, master. The subsequent career and ultimate fate of the "Grand Turk" have not been traced.



SHIP MONK, JOHN W. ALLEN, MASTER.  
Captured by the British brig "Colibri" during the War of 1812. From the painting by Nicolai Carmellieri, Marseilles, 1806.







*Ship George of Salem.*

## SHIP GEORGE

The ship "George" was one of the large fleet of merchantmen which owed its existence to the sagacity and enterprise of Captain Joseph Peabody of Salem. For twenty-two years she plied, with the regularity of a shuttle, between Salem and Calcutta, and ranked first in the fleet for speed and reliability, probably excelling, in these qualities, any other Indiaman in the country. Her average outward voyages were one hundred and fifteen days in length, and her homeward passages averaged one hundred and three days. She was built at Salem in 1814, for a privateer, by a company of ship-carpenters whom the war had thrown out of work. But the war closed, and the unlaunched ship was converted into a merchantman by the addition of another deck, then launched and sold. She was designed by Christopher Turner, and was named the "George" for Capt. Peabody's third son. The "George" measured in length 110 feet 10 inches, beam, 27 feet, depth of hold, 13 feet 6 inches, and, according to the measurements of that day, 328 tons, equal to a present measurement of about 228 tons, a full-rigged ship drawing, outward-bound, 14 feet 6 inches, and homeward-bound, 15 feet 8 inches. She took out specie to secure her return cargoes, which consisted mainly of indigo, with some piece-stuffs of silk and cotton fabrics.

On her first voyage she sailed May 23, 1815, and entered her home port again June 13, 1816. Hardly a man on board was 21 years of age. In 1821 every man on board but the cook could read and write, and he could read. All but four understood "navigation and lunars."

Captain Forbes says that in his early days on the ocean she was known as the "Salem Frigate." Her cooks and stewards were black, and no yachtsman of today carries a more famous cook than London Ruliff or Prince Farmer, nor a better steward than William Coleman or John Tucker. The stories of her unrivalled speed are countless, and

her triumphs over rivals and companion ships fill a bright page in the history of Salem. Great odds were repeatedly laid against her in wagers on her speed, but she never disappointed her backers. Forty-five of the graduates of this training-school became shipmasters, twenty chief mates and six second mates. She paid into the Treasury of the United States, in duties on imports in her twenty-one voyages, the sum of \$651,744.

She was furnished with the best of the old-time appliances, steered with a long tiller, all hands weighed anchor with the hand windlass, cables and standing rigging all from Salem ropewalks,—a full-rigged ship as the picture shows, with rakish masts and painted portholes. Her best run was an outward passage in 1822, which she made in eighty-nine days. Her best homeward passages were of ninety-three days, in 1831 and in 1832. Her best run (in 1831) from the Cape of Good Hope was made in forty-one days. This is believed to be the quickest passage from the Cape to a North Atlantic port ever made under canvas. She had her vicissitudes. Once, in 1827, she was chased by a nondescript schooner, a four-master,—a rare sight in those days,—which proved to be a slave-pirate, but she escaped with ease. Twice she encountered terrific gales and was badly wrecked, first, in Massachusetts Bay in the dreadful snowstorm of March, 1823, the worst storm in a generation; and again in the Indian Ocean, a year later, when a hurricane drove all hands below but one man who was lashed to the helm. Once, on her arrival at Pernambuco in September, 1828, forty days out from Salem, she was leaking from ten to twelve hundred strokes per hour. Once, in 1834, she returned aleak in ballast from Gibraltar, where she had lain seven months waiting in vain for a cargo of quicksilver, her keel loose, only five copper bolts holding, with sheathing started and seams open. Finally she arrived from Calcutta May 17, 1837, and the following September, freighted with

the regrets of all who recalled her in her prime, the famous craft left this port for Rio de Janeiro, where she was condemned, sold and broken up on her arrival.

The picture of the "George" here repro-

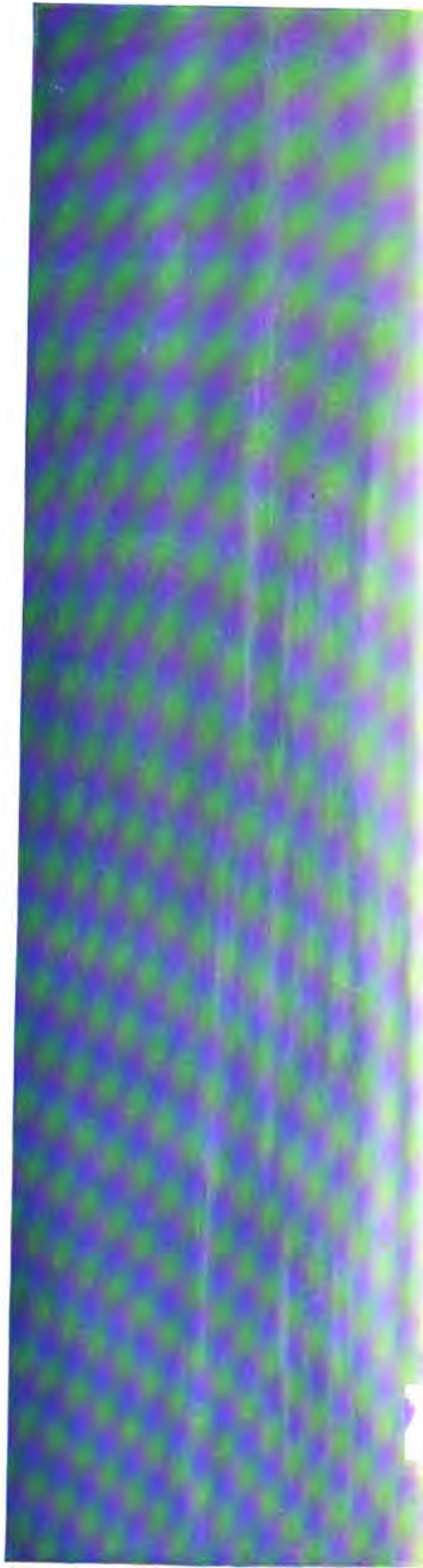
duced was the work of Edmund Stone of Beverly, who sailed before the mast in her from July, 1820, until April, 1821, and who is the only person known to have made a picture of her.



SHIP GLIDE, NATHAN ENDICOTT, MASTER.  
Joseph Peabody, owner. From the painting by "Anton Roux fils aîné a Marseille, 1823," now in possession of George A. Peabody.







## BRIG CLEOPATRA'S BARGE

"Cleopatra's Barge" was built by Retire Becket, the famous Salem shipbuilder, at his yard at the lower end of Derby Street, and was launched October 21, 1816. She was 83 feet long on the water line, 191 tons displacement and rigged as a brigantine—practically the same dimensions as the modern yacht "Mayflower." The starboard and port sides were painted differently. The former in horizontal stripes of many colors and the latter in herring-bone pattern. No expense was spared to make her the best built vessel in the world, and the fittings, especially the cabin furnishings, were most elaborate and elegant. The construction cost \$50,000, which in those days was a very large sum, and the cost of the finish and furnishings was as much more. She was the second recorded American yacht, the first American yacht of note and the first to cross the Atlantic. The owner, Captain George Crowninshield, first named the yacht "Car of Concordia," but before registration changed it to the name which was destined to become famous in both Europe and America.

In 1801, fifteen years before the building of "Cleopatra's Barge," Captain George Crowninshield built a smaller yacht, a sloop of twenty-one tons, the "Jefferson," which is the first recorded American yacht.

Captain George Crowninshield was born in Salem, May 27, 1766. His father, George Crowninshield, was the founder of the mercantile house of George Crowninshield & Sons, which was extensively engaged in commerce with the West Indies and ports of Europe, India and China. Upon the death of his father in 1815, and changes in the affairs of the firm, he was left wealthy, and with ample leisure.

Owing to the severity of the winter of 1816-1817 the sailing of the yacht was delayed, and while frozen in the ice in Salem harbor was visited by thousands of persons (1900 women and 700 men in one day) from far and near.

She sailed from Salem March 30, 1817, and returned October 3 the same year. On the voyage it was everywhere the same, a constant series of entertainments given and received, while great throngs visited the yacht at every port she anchored. She proved a fast sailer, at one time logging thirteen knots for ten consecutive hours, while on her run from Gibraltar to Port Mahone in the Mediterranean. "Much to the delight of her owner," she raced with and passed the U. S. frigate "United States," bound for the same port.

At Genoa, Captain George Crowninshield is quoted as saying that his black cook could calculate longitude and understood lunar observation; in fact, the greater part of the seamen on board the "Barge" could use the sextant and make nautical calculations.

One of the romances of the voyage was the rumor, whispered here and in Europe, that it was the intention of the owner to rescue Napoleon Bonaparte from St. Helena and bring him to America.

The elaborate preparations for the voyage, the more than 300 letters of introduction to prominent personages, the call at Elba, the visits of the family of Napoleon at Rome, their attentions and the gifts to Capt. George Crowninshield, all add probability to this supposition. So seriously was this rumor taken abroad that the movements of the "Barge" were closely watched by the ships of the British Navy. Yet in spite of all these circumstances some of his relatives are convinced that he did not seriously consider such an undertaking.

After the death of Captain George Crowninshield, which occurred in Salem on board the boat November 26, 1817, "Cleopatra's Barge" was dismantled and entered the merchant service, making several voyages to South America. Later she was taken to the Hawaiian Islands and became the private yacht of King Kamehameha II under the

"Haaheo o Hawaii" (Pride of Hawaii) until wrecked on Kauai, one of the islands, in the spring of 1824.

This picture, showing the starboard side as

she is entering the port of Genoa, bears the following inscription: "Drawn and painted from the original in 1817 by Antoine Vittaluga, Genoa."



BRIG PHOENIX, W. D. WATERS, MASTER.

From original painting by Antoine Vittaluga, made in Genoa in January, 1829, now in possession of the Peabody Museum, Salem.







*Brig Taurus of Salem*

## BRIG LEANDER

The brig "Leander" was one of a fleet of eighty-three vessels built or owned, between 1790 and 1844, by Captain Joseph Peabody, of Salem, and all freighted by him from Salem, sometimes when better voyages could have been made from other ports. She was launched at the shipyard of Benjamin Hawkes, which is now Grant Street, July 25, 1821. The *Salem Register* of July 28 calls her "an elegant coppered brig," commends her greatly, and adds, "the model has had high praise." In those days all America was looking towards Salem, Beverly and Marblehead for models. The brig measured 223 tons, according to the Custom House rating of the day, having a length of 91 feet 4 inches, a breadth of 23 feet 5 inches, and a depth of 11 feet 8½ inches. Measured on the present scale, she would rate about 156 tons only. She carried 13 men all told.

On her first voyage the "Leander" sailed for Smyrna and Leghorn, Samuel Rea, master, August 31, 1821, and arrived home May 28, 1822. Captain Charles Roundy commanded her for the next five years. Captain Roundy sailed on his second voyage as master August 21, 1823. He was then twenty-seven years old. On his arrival at Canton in the spring of 1824 he found that the supply of tea was short and the prices high. He decided, on his own responsibility, to wait six months, or until the new crop came down the river to market. The wisdom of this course was justified on his arrival home, March 19, 1825, with a cargo which netted large profits and paid in duties at this port \$86,847.47. On his next voyage the duties paid in April, 1826, were \$92,392.94. At this time no other vessel had paid \$90,000 in duties. Her brief

career of twenty-three years is so marked as to make it good reading. If the profits she earned could be stated it would be still more so.

The time consumed in each of her voyages, at a period when there were neither fast steamers, quick mails, nor ocean cables to carry instructions, demonstrates anew the absolute trust reposed by owners in the good judgment and loyalty of that fine race of men, the Salem shipmasters. Those who recall the old days of sailing ships will not fail to note how promptly the little brig was ready for sea after discharging each cargo, and how soon she was back in port again, bringing another. But for all that there were months of anxiety when captain and owners were without intelligence of each other, and when brig and cargo were in the undivided charge of the commander.

In March, 1837, the "Leander" was at Zanzibar on the arrival of the first foreign Consul from the United States ever sent to that busy port, Richard Palmer Waters, of Salem, bearing a commission and an autograph letter from General Jackson. The Consul was saluted by Turkish and other naval and commercial vessels representing various nations. Among them only two were American, and one of these was the "Leander."

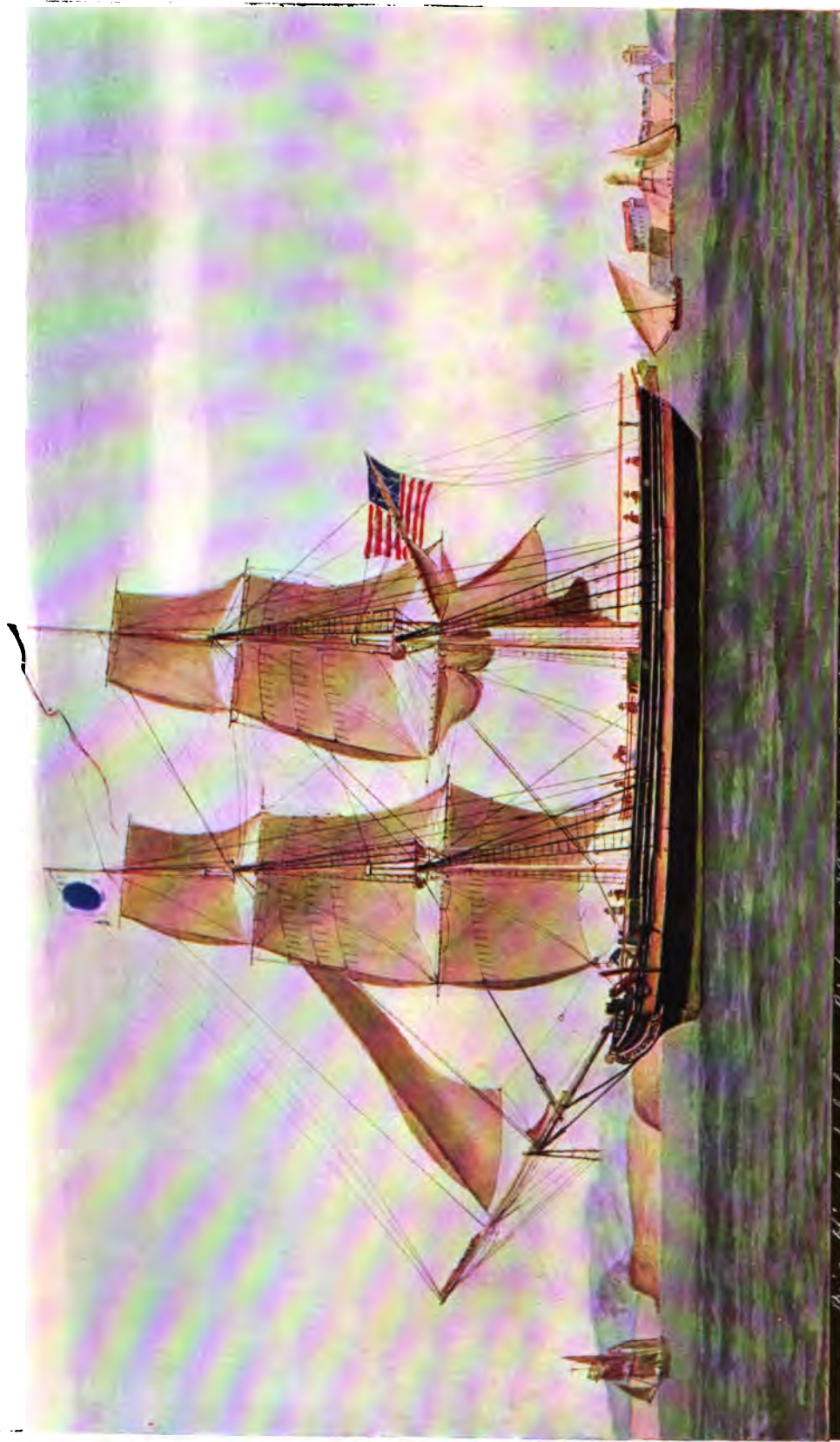
In November, 1840, the brig was sold to David Pingree, of Salem, and was afterwards employed in the African trade. In 1844 the "Leander" arrived home from the West Coast of Africa, March 3, and sailed again March 29, arriving out in time to have been condemned and sold at Gambia, July 11, 1844.



CROWNINSHIELD'S WHARF, SALEM, DURING THE EMBARGO OF 1806.  
From a painting by George Ropes, now in the possession of the Essex Institute.  
Lying near the end of the wharf is the ship "Fame," and at the end of  
the wharf is the ship "America," afterward the famous privateer.







*Brig Florida of Salem, Richard Wharland Master, leaving Marselles 1871.*

## BRIG OLINDA

The brig "Olinda" was built for Gideon Tucker, Samuel Tucker and Daniel H. Mansfield by Elijah Briggs, a cousin of Enos Briggs, the famous Salem ship builder. After the death of Enos Briggs, Elijah who had moved here from Scituate, succeeded to the business and continued at the old ship yard in South Salem, which was located on Peabody street, where of late years stood the machine shop of George Newcomb. The "Olinda" was only 178 tons measurement with a length of 88 feet, 2 inches, breadth of 21 feet, 2 inches and depth of 10 feet, 7 inches, which was very small when compared with modern vessels.

The *Salem Register* of July 21, 1825, says:—"On Tuesday last (July 19) at one o'clock P.M., was launched from the ship yard of E. Briggs in South Salem, the beautiful coppered and copper fastened brig Olinda owned by G. Tucker, Esq. At the time the brig was launched she was completely rigged and had part of her cargo on board. She will sail for South America in a few days.

She made many voyages, some to Europe, others to the Provinces and thence to South America and was finally sold in January, 1847, to Boston owners. In those days it was customary for vessels in the South American trade to sail for the Provinces in ballast, there taking on fish for the Cape Verde Islands, where they would load salt for South American ports, returning to the United States with hides and tallow. Or they

might leave here in ballast for Richmond, Va., there load Haxall flour made from a certain kind of wheat grown in that vicinity which would stand transportation south of the equator. At other times a trip to the Provinces for fish to be taken to the West Indies, there to be exchanged for sugar for Philadelphia, would result in a voyage home by way of Richmond with a cargo of corn.

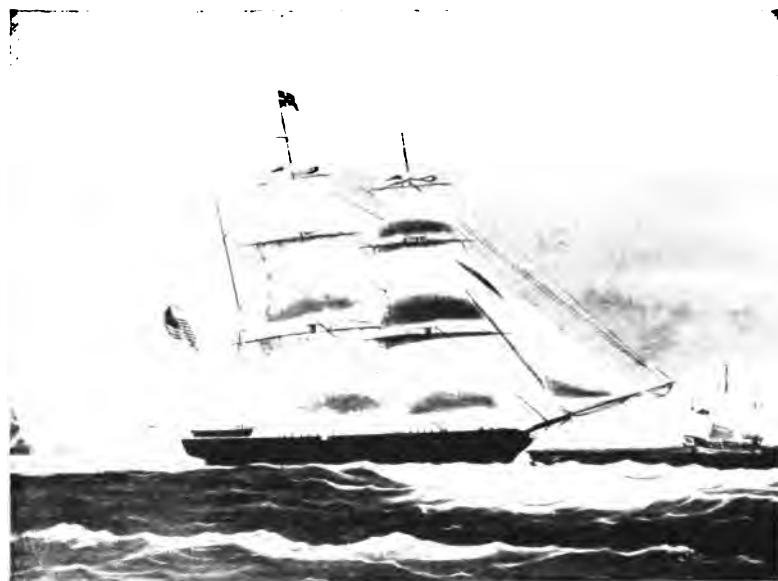
Among the names of the masters were Richard Wheatland, William Briggs, Samuel Hutchinson and George Savory.

Gideon Tucker, one of the owners, was born March 7, 1778, and built and occupied the house on Essex street opposite the Essex Institute. He was clerk for Joseph Peabody and afterwards a partner in that noted shipping firm, which he left to establish a business of his own. He died February 18, 1861. "A venerable man of exact habits and strict integrity."

Samuel Tucker was a younger brother of Gideon and commanded various ships sailing from Salem, among them being the ship "Glide," schooner "Lydia," and others.

Daniel H. Mansfield was a nephew of the Tuckers and father of Mrs. Henry W. Peabody of Salem. He was a master mariner, commanding the bark "Emily Wilder," brig "Cherokee," brig "Rattler," and others. He was United States Consul in Zanzibar for several years and afterwards an alderman of Salem. He died December 24, 1874. "An efficient shipmaster of simple habits and great integrity of character."





**BARK SAPPHO, RICHARD D. ROGERS, MASTER.**  
 From the painting now in possession of George S. Silsbee.



**BRIG CAMBRIAN, ABNER GOODHUE, JR., MASTER.**  
 From a painting by Frederic Roux, now in the possession of J. B. Ropes.





Ship "St. Paul", Charles H. Allen Commander, entering SALEM April 6, 1848.

## SHIP ST. PAUL

Among the many ships famous in the early days of Salem's maritime history, none is more deserving of honorable mention than the good ship "St. Paul." The vessel was built in Boston in 1833, registered 463 3/95 tons, her length was 129 feet, her beam 23 feet, and depth 18 feet. For two years she made voyages under command of Capt. Joel Woodbury of Beverly, between New York, New Orleans, and Liverpool. In November, 1835, the late Hon. Stephen C. Phillips purchased the ship, and for sixteen years she bore the name of Salem as her home port.

Heavily built for the cotton trade, and of a large, full model, she proved herself an enormous carrier. Her figure-head was a white bust of the Apostle Paul, and her large, square stern, with cabin windows, was embellished with a superb carving, representing the Apostle Paul shaking the viper from his hand into the fire when he was shipwrecked on the Isle of Malta. When he purchased the ship, Mr. Phillips did so with the express purpose of placing her in the trade between Salem and Manila.

On December 9, 1835, commanded by Capt. Gordon Robinson, she left New York for Manila. She made the outward passage in 140 days, remained in port 53 days, and arrived back at New York, December 10, 1836. On her next voyage she was commanded by Capt. Joseph Winn. Eleven round voyages between Salem and Manila followed, the ship calling once at Macao, China, Singapore, and Batavia. The quickest voyage was the tenth, made in ten months and four days, under command of Capt. Charles H. Allen. Several were made in less than eleven months.

While at home on her thirteenth voyage, the "St. Paul" was retopped and thoroughly overhauled at Dodge's Wharf, South Salem. The figure-head was removed, the quaint carving taken off the stern, the heavy channels replaced by modern chain plates, the hull painted black, and her appearance was

greatly changed. Previously, she had painted ports, and with her wide channels with the dead eyes and rigging running down to them, and her high side out of water, she had much the appearance of a heavy East India Company ship.

Captain Allen was the commander on this voyage, Daniel Bray was mate, and John Hancock was second mate. The last named had sailed in her on her eighth, ninth, tenth, eleventh, twelfth, and thirteenth voyages. He mourned over the removal of the figure-head, and as the ship started for sea on July 5, 1851, he remarked sadly, "She will never come back!" His words were prophetic and too true. The ship was driven, during a typhoon December 9, on the island of Masbate, in the Straits of St. Bernardino, the crew narrowly escaping losing their lives. This ended her career so far as Salem was concerned. She was sold at auction as she lay, afterwards was floated, and subsequently sailed under the Spanish flag, bearing the name of "Santa Eusta."

Two anecdotes of the ship are here recalled. On her fifth voyage from Salem, in 1840, three days after leaving Manila, on the homeward passage, the ship encountered a typhoon, was very badly damaged, putting into Singapore for repairs. There she took several missionaries, a physician, Dr. Wm. B. Driver of Philadelphia, and two shipmasters, Captain Lowry and Captain Underwood, as passengers. The vessel sailed from Singapore, March 4, 1841, and on the night of March 9, at ten o'clock, some of the passengers wished to visit the British ships "Valleyfield" and "Lord Wilson" to say "good-by" to friends. The three ships sailed from Singapore at the same time, and the captains arranged to keep together through the Straits of Malacca, as those waters were infested with Malay pirates. Captain Lowry was engaged in clearing the jolly boat, when suddenly there was a splash, followed by a swish and the swirl of the water as though a large fish had

broken the surface. The night was dark, a dead calm prevailed, nothing could be seen and there was no outcry. But Captain Lowry was missing. The boat went over the side in less time than it takes to tell the story, and boats from the English ships assisted in the search. The unfortunate man could not be found. In the twinkling of an eye he had been seized by a man-eating shark, and carried beneath the water.

Another tragedy of the sea in connection with the "St. Paul," occurred on the tenth voyage. There had been living in Salem a Manila boy, sixteen years old, brought here by a Salem shipmaster. The lad having grown homesick, was placed on the "St.

Paul" to be carried to his native land. Four days out from Salem, in the evening, he jumped up on the ship's rail, and, before any one realized his purpose, dived into the sea. A boat searched for an hour for him, but he could not be found.

The "St. Paul" was the largest vessel of her time owned in Salem, only two others exceeding 400 tons. Her departure from Salem was watched from headland to headland until she was lost to view, and on her return many "an eye awaited her coming, and looked brighter when she came." Her cargoes filled the spacious storehouses on Phillips' Wharf, and she paid total duties of \$163,268.02 into the United States Treasury.



**SHIP ROME, SAMUEL R. CURWEN, MASTER.**

From the painting showing the ship leaving Marseilles in March, 1848, made by S. Pelligrini, and now in the possession of Mrs. Charles F. Curwen.







*Ship Carolina of Salem, Charles H. Talens, Master*



## SHIP CAROLINA

The ship "Carolina" was built in Medford in 1836 by George Fuller for Ammi C. Lombard, and measured 395 tons. From the early days Medford, from its location on the winding Mystic river, furnished favorable opportunities for many shipyards and after the Revolution, from 1803 to 1846, when shipping again revived, nearly 400 vessels, aggregating over 130,000 tons, estimated to have cost \$6,000,000, were launched there. One vessel, the "Avon," a privateer in the last war with England, was built in twenty-six days.

Two Medford vessels deserve special mention; the first was framed and put together, then taken down and transported to Boston, where it was shipped to the Sandwich Islands with the first missionaries, sent there on the "Thaddeus." The other was the first vessel built without *Medford rum*. After much opposition the trial was made and resulted five years later in abolishing the custom so long in vogue of serving rum freely from the time the keel was laid until the ship was launched.

The "Carolina" was first registered in Salem May 31st, 1842, and was owned by David Pingree, Benjamin Fabens, Charles H. Fabens, and Benjamin Fabens, Jr., and was commanded by Capt. Charles H. Fabens. She sailed for the Far East with a letter of credit for £20,000 sterling with which to purchase a cargo, together with a miscellaneous cargo, part of which was 1,500 pigs of lead, 15 kegs containing 42,800 Mexican dollars, 3 kegs containing 7,200 Spanish dollars, a bag with 150 Mexican and a keg with 250 Mexican dollars.

The instructions given to the captain, in

the shape of a letter signed by all the owners, show that the ship was to clear for Sourabaya in the Island of Java, there to load rice for Lintin, the open port for Canton which was up the river, and from there to go to Wampoa for a cargo of tea if it could be purchased at a low price, if not, to proceed to Manila and there load sugar and hemp for home. Captain Fabens was advised to "give all the rocks and shoals a wide birth" which he evidently did, for the "Carolina" arrived safely in Salem from Manila with "merchandise, 100,000 cigars and 343,907 pounds of sugar," paying duties of \$10,055.32.

She made other successful voyages, being registered September 16, 1843, May 31, 1844, and in 1845 was sold in New York for \$14,000.

Charles H. Fabens, who was master of a ship at nineteen years of age, was born on Mill street, Salem, next to the mill on South river where the corn of the farmers in South Fields was ground and where the great mahogany logs from South America were cut up, and from which the street took its name. This mill was situated where the round house of the Boston & Maine Railroad stood previous to the conflagration of 1914.

Captain Fabens went to sea when he was sixteen and retired at the age of twenty-six, and settled in Cayenne for seven years. On his return to Salem he engaged in the Cayenne trade. The Fabens family for four generations carried on this trade, occupying in Salem the wharf and counting-room of the famous William Gray. The last arrival from Cayenne was on March 21, 1877, the schooner "Mattie F.," consigned to C. E. & B. H. Fabens. This brought to a close the once famous foreign trade of Salem.

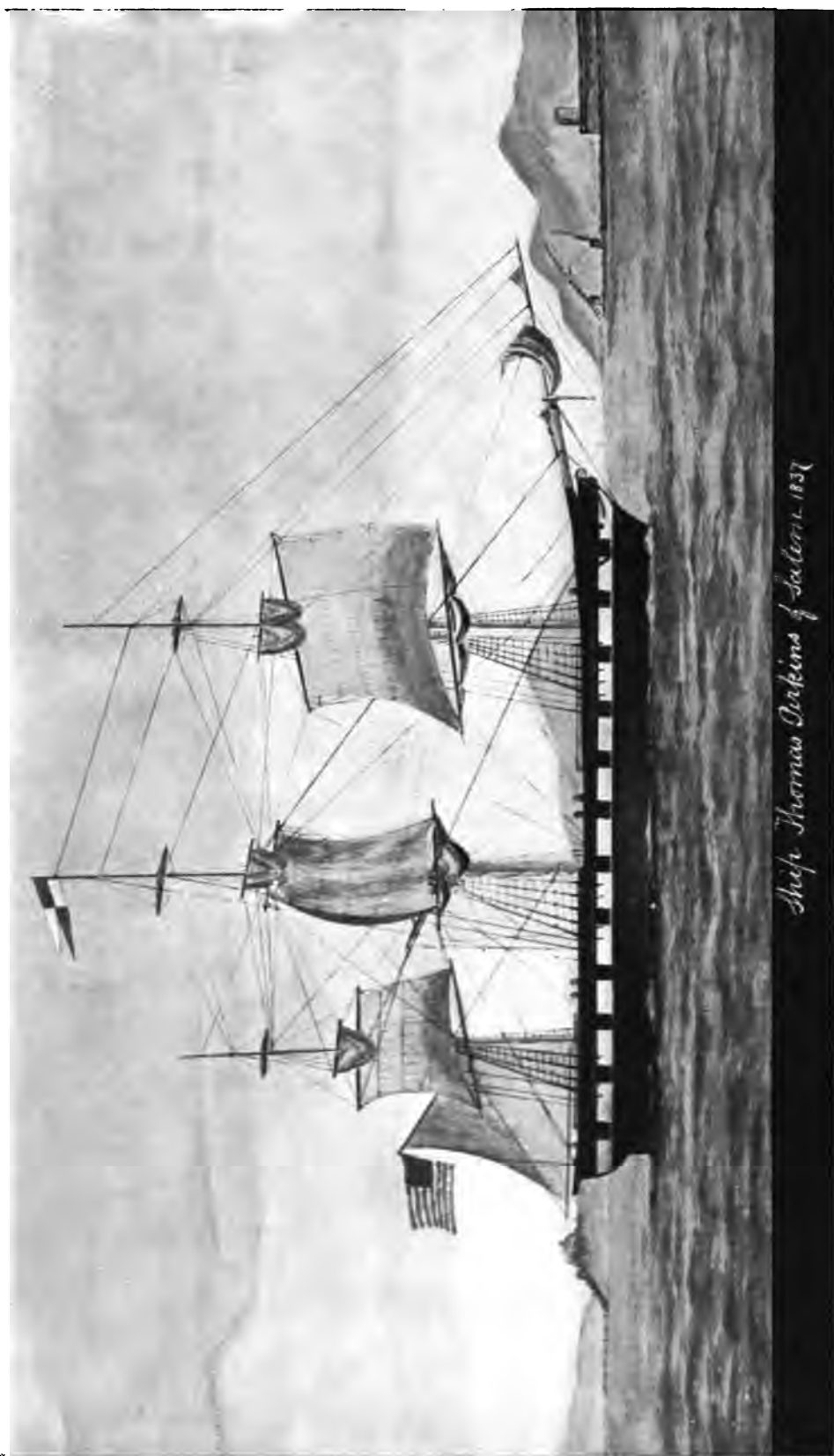


BRIG MARY PAULINE, NEAL P. HEWESON, MASTER.  
Formerly the African slaver, "La Rooke." From the original painting now in  
possession of the Peabody Museum, Salem.



SHIP SAPPHIRE, STEPHEN C. PHILLIPS, OWNER.  
From the original painting in the possession of Stephen W. and  
J. D. Phillips of Salem.





## SHIP THOMAS PERKINS

The ship "Thomas Perkins," of Salem, was built at Portsmouth, N. H., in 1837, for David Pingree and Emery Johnson. She was 156 9/10 feet in length, 28 and 4½ tenths feet in breadth, and 20 feet deep, with two decks, a square stern, a billet head, and a capacity of 595 64/100 tons.

The vessel arrived in Salem, September 1, 1837, and sailed upon her first voyage November 29, William Graves, Jr., of Newburyport, master, for Mobile and thence to Liverpool and China. She did not return to the United States until June 21, 1842, arriving in New York from Manila after one of the most remarkable and profitable voyages on record. During most of this long period of almost five years, being a neutral ship, she was engaged in distributing the cargoes of the English vessels in Chinese ports, which were then closed to the English by reason of the Opium War.

The opium trade of the East India Company with China, which was worth £1,000,000 to £1,500,000 to British India, and amounted to 30,000 chests in 1837, was stopped that year by the Chinese government, although the trade had actually been illegal since 1796. Various seizures, riots and diplomatic incidents finally led to a declaration of war by the British government in 1840. Nine-tenths of the British merchants in China were engaged in the illegal traffic when British shipping was excluded from Chinese waters and the contents of British vessels had to be transferred to American bottoms for conveyance to Chinese ports. In 1842, a treaty of peace was signed by which the ports of Amboy, Foochow, Ningpo and Shanghai were declared open to trade in addition to those previously used, and an indemnity of \$21,000,000 was to be paid to the British government.

On her return the "Thomas Perkins" came into Massachusetts Bay, June 16, 1842, and was ordered around to New York by the pilot, this being the ordinary way of changing

the destination when such a course seemed desirable.

She sailed from New York again July 14, 1842, for Manila and Canton, and made four regular voyages under Capt. William Graves, Jr., to these and other ports in the East during the next five years. On the last of these voyages she was in Penang harbor with the ship "Caroline Augusta," the ship "Ann Maria" and the bark "Three Brothers," all of Salem. All four of these vessels were owned by the same merchants.

Under Capt. Edmund Pike of Newburyport, she sailed from New York, December 22, 1847, for Penang, Amoy and Manila, returning to New York, May 4, 1849, loaded with Manila hemp. This proved to be a very profitable voyage, the price of hemp having advanced during her passage home.

In June, 1849, she was owned by Richard S. Rogers and William D. Pickman of Salem, and was commanded by Capt. William C. Rogers of Salem. She sailed from New York, July 18, 1849, for San Francisco and thence to Calcutta, with an entire cargo of lumber and arrived at San Francisco ahead of the fleet on November 22, 1849. As this was during the gold fever the captain was able to dispose of one-half of the cargo at an enormous profit, then the other vessels arrived and the balance had to be sold at cost. She arrived at Boston from Calcutta, December 6, 1850, thus completing a voyage around the world.

On February 21, 1851, she sailed from Boston for New Orleans under command of Capt. Charles Bush of Salem, being owned at that time by Theodore A. Neal, Richard S. Rogers, William C. Rogers and Jacob C. Rogers. Upon her return in May, 1851, another voyage was made to the same port, and again in August and November, the latter one under command of Captain Boott.

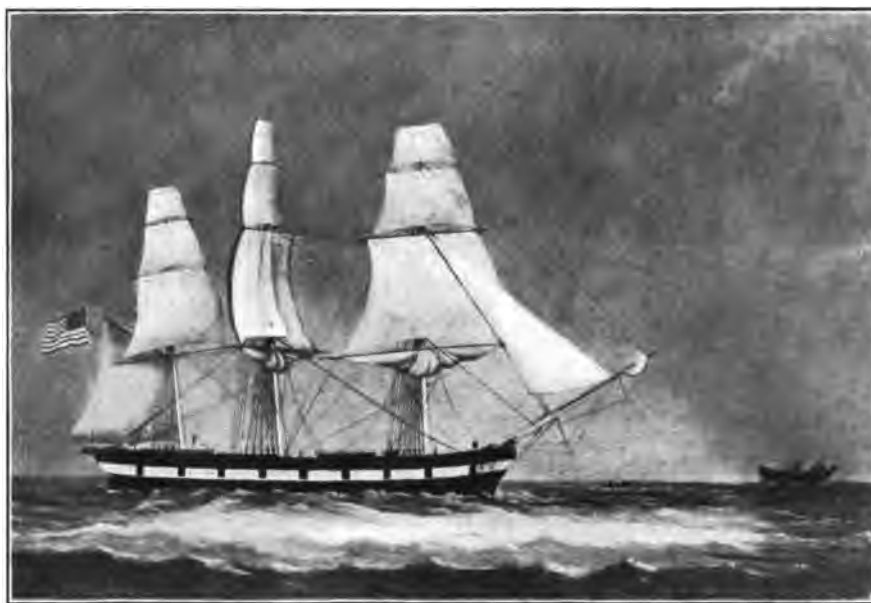
On February 13, 1852, under Captain Boott, she sailed again for New Orleans, leav-

ing there May 1st for Liverpool, but on May 29, leaking badly, was obliged to put into Boston harbor. After having been repaired she sailed for Liverpool on July 17, 1852, and on September 8th following, sailed from Liverpool for San Francisco, arriving January 29, 1853. On April 18th of that year she left for Callao, and sailed from there September 8th, arriving in Baltimore January 5, 1854. In February, 1854, the ownership changed and from that time until 1861, she was engaged in the cotton trade between New Orleans, Boston and Liverpool. No record of her appears after 1861.

A half-hull model is preserved in the Marine Hall of the Peabody Museum in Salem.

This picture, which has the signal of David Pingree at the mainmast, shows the ship probably in a Chinese port, very likely Lintin.

She was named by Mr. Pingree for his uncle Thomas Perkins, who was born in Topsfield, April 2, 1758, and died there, November 24, 1830. Beginning life as a shoemaker, Mr. Perkins came to Salem at the age of twenty-two and shipped on board a privateer in company with Joseph Peabody who afterwards became his business partner. They were also together on the letter-of-marque brig "Ranger," Captain Simmons, when she was attacked in the Potomac river in 1782, by three British tory barges which were brilliantly repulsed. He became captain of the privateers "Spitfire" and "Thrasher," and in the latter captured six prizes in a single cruise. He was frequently referred to as Captain Perkins and became an eminent merchant, his enterprise aiding very materially in building up the reputation of the City of Salem.



SHIP ELIZA ANN, WILLIAM J. CHEEVER, MASTER.  
From the painting by a Chinese artist at Whampoa, showing the rescue, in November, 1845, of the crew of a dismantled junk.





















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